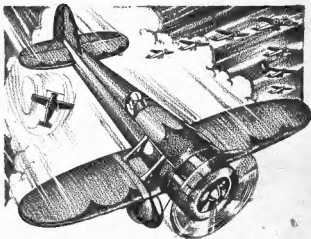


Edmonton Air Show

OFFICIAL DIRECTORY



1930

6TH YEAR

NATIONAL AIR TOUR

FOR EGGEL B. FORD TROPHY

Wednesday, September 17th, 1930

BLATCHFORD AIR FIELD

EDMONTON, ALBERTA

WINDLASS  PROPELLER

10 CENTS

GENERAL COMMITTEE

Fred Chorley, Chairman

John Blue, Secretary

John Michaels
J. V. Horner
N. A. Kilburn
E. L. Loveseth
C. R. Morrison

Frank Turley
Geo. Van Allen
C. E. Becker
Geo. Riach
L. R. Mattern

J. M. Bell
F. W. Kemp
K. P. Duggan
W. W. McBain
C. H. Chapman

G. E. Hayward
S. A. Maddocks
J. F. McMullen
F. J. Wolfe
M. L. Brown
A. W. Haddow

John Michaels, Manager Air Show

Capt. Roy Collins, Detroit, Manager National Air Tour

Capt. Frank Hawkes, Los Angeles, Official Referee

COMMITTEES**Finance**

N. A. Kilburn

S. A. Maddocks

Fueling: Frank Turley**Grounds**

F. W. Kemp

E. L. Loveseth

P. L. Debney

Hotels and Accommodation

Robt. McDonald

H. H. Tillman

J. R. Calhoun

Program

C. R. Morrison

John Michaels

Publicity

T. A. Mansell (Journal)

J. M. Gilroy (Bulletin)

Tickets

C. R. Morrison

John Michaels

K. P. Duggan

Advertising: M. L. Brown**Director of Field Events: Otto Thibert****Assistants**

J. V. Horner

E. V. Lewis

A. W. McCaw

T. Field

Clarence Budd

Judges

His Worship Mayor J. M. Douglas

C. Becker

J. F. McMullen

Field Referee: H. G. Ingram**Chief Timer: Sid. R. Ash****Assistants**

W. J. Jackson

D. A. Kirkland

Jas. Scouler

W. A. Ferguson

J. B. Kay

In Charge of Officials: Geo. H. Van Allen.**Attending Physicians**

Dr. L. C. Harris

Dr. John S. Smith

Dr. H. E. Chatham

Dr. E. W. Allin

Dr. Gordon Gray

Announcer of Events: Jack Horler**Chief Checker of National Air Tour: Frank Brown****Official Engineers**

H. G. Ingram, Director of Air Engineers

Assistants: Chris. Green and F. V. Burton

Edmonton on Air Map

THE Edmonton Chamber of Commerce has been a firm and confident believer in the future of Edmonton as an important centre of aviation.

Its geographical location on the map of North America—the most important city in Western Canada, situated on the direct airways route between Europe and Asia—assures Edmonton a place of supreme strategic value on the air map of the Northern Hemisphere.

When it was known, early last summer, that the International Air Tour for the Ford Reliability Trophy could be brought to Edmonton, the Council of the Chamber promptly sponsored the undertaking and secured the necessary financial guarantees from individual members of the corporation to make the Tour a certainty for Edmonton.

Eighty guarantees of one hundred dollars each were secured in a few hours, and a Committee, representing the Chamber and the Edmonton and Northern Alberta Aero Club, was appointed to carry out the necessary arrangements in connection with the Tour in Edmonton.

The enthusiasm of the Committee is a reflection of the great public interest in this event and its value to bring Edmonton into prominence as a rapidly developing centre of commercial aviation.

The Edmonton Chamber of Commerce heartily welcomes the visiting officers of the Tour, the pilots and mechanics, all others accompanying the Tour, and the people of the outlying towns and rural districts who have shown such keen and appreciative interest in this epoch marking event.

EDMONTON CHAMBER OF COMMERCE

J. F. McMULLEN, President
JOHN BLUE, Secretary

Guarantors re National Air Tour

EDMONTON AIR SHOW

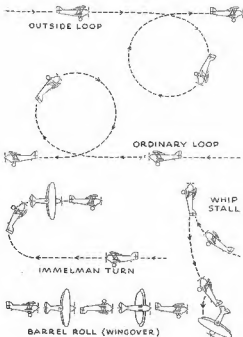
E. B. Allsopp.....	Chauvin, Allsopp & Co. Ltd.
E. S. Andrews.....	Price-Dayton Ltd.
J. L. Arden.....	Corona Hotel Co. Ltd.
J. H. Ashcraft.....	Hudson's Bay Co.
Ed. H. Ayling.....	John Deere Plow Co. Ltd.
J. E. Bagley.....	Bagley & McManus.
C. Becker.....	Commercial Airways Ltd.
W. E. Blackett.....	Blackett Insurance Agency Ltd.
A. J. Brown.....	W. H. Clark & Co. Ltd.
Maurice L. Brown.....	Hook Signs, Ltd.
J. O. Budd.....	The J. H. Ashdown Hardware Co. Ltd.
Maurice Burbidge.....	10012 112th Street.
Chas. A. Butler.....	Motor Car Supply Co. of Canada, Ltd.
J. C. Calhoun.....	King Edward Hotel.
A. W. Challand.....	Canada Dry Ginger Ale Ltd.
C. H. Chapman.....	The Chapman-Slosser Agencies Ltd.
F. Chorley.....	Dominion Motors Ltd.
Fred Davies.....	10130 101 St.
W. J. Dick.....	Cadomin Coal Co. Ltd.
K. P. Duggan.....	D. M. Duggan Investments Ltd.
R. T. Dykes.....	Alberta Granite, Marble & Stone Co. Ltd.
A. C. Emery.....	The Emery Co. Ltd.
M. J. Evans.....	Belvedere, Alberta.
Wm. Fane.....	Fane Auto Works Ltd.
E. Fielhaber.....	Geo. W. Stevens & Fielhaber Bros. Ltd.
C. H. Fowler.....	F. W. Woolworth Co. Ltd.
C. E. Garnett.....	Gorman's Limited.
Julian Garrett.....	Northwestern Utilities Ltd.
John Gillespie.....	Gillespie Grain Co. Ltd.
J. W. Glenwright.....	The Commercial Life Assurance Co. of Canada.
R. R. Gorham.....	Royal Fruit Wholesale.
C. A. Graham.....	Great Western Garment Co. Ltd.
T. A. Graham.....	Western Supplies Limited.
R. L. Greene.....	R. L. Greene & Co. Ltd.
J. K. Hays.....	Jack Hays Limited.
G. E. Hayward.....	Hayward Lumber Co. Ltd.
W. T. Henry.....	Blowey-Henry Ltd.
P. Herring.....	Herring & Co. Ltd.
J. V. Harner.....	Northland Rapid Transit Ltd.

Guarantors re National Air Tour, Cont'd

EDMONTON AIR SHOW

John Huggard.....	Fess & Smoth (Alberta) Ltd.
John M. Imrie.....	Edmonton Journal Limited.
C. L. Jackson.....	James Richardson & Sons Ltd.
C. Johnson.....	Johnson's Cafe.
J. L. Juklin.....	Edmonton Stock Yards, Ltd.
F. W. Kemp.....	British America Paint Co. Ltd.
N. A. Kilburn.....	N. A. Kilburn Ltd.
W. J. Long.....	Rialto Theatre.
E. T. Love.....	Woodland Dairy Ltd.
E. L. Loveseth.....	Loveseth Service Station Ltd.
H. P. Madison.....	Edmonton City Dairy, Ltd.
H. Milton Martin.....	729 Tegler Bldg.
L. A. Martin.....	Shasta Cafe Ltd.
A. D. Martyn.....	Oliver Ltd.
John Michaelis.....	Provincial News Co. Ltd.
John Michaelis.....	Recreation Company Ltd.
I. R. MacKintosh.....	Premier Motors Ltd.
T. W. McBride.....	Howard & McBride, Ltd.
Robt. McDonald.....	Selkirk Hotel.
Robt. McDonald.....	Yale Hotel.
W. McGavin.....	McGavin Ltd.
C. McLaughlin.....	Dyson Distributors Ltd.
J. F. McMullen.....	Marshall Wells Alberta Co. Ltd.
John McNeill.....	Twin City Transfer.
Herbert McPherson.....	Whyte & Co. Ltd.
J. W. McTaggart.....	Western Transfer & Storage Ltd.
H. E. Pearson.....	Taylor & Pearson Ltd.
V. A. Porter.....	International Harvester Co. of Canada Ltd.
George Riach.....	Motoradrome Ltd.
Henry J. Roche.....	Henry Roche Printing Co. Ltd.
H. P. Roche.....	Trudeau's Cleaning & Dye Works Ltd.
P. Seager.....	Edmonton Express & Transfer Co.
W. H. Sheppard.....	New Edmonton Breweries Ltd.
Cecil Sutherland.....	Johnstone Walker, Ltd.
R. L. Sutherland.....	Flunkett, Savage & Sutherland, Ltd.
Thomas Templeman.....	Templeman Bros.
W. A. Trudeau.....	W. A. Trudeau Ltd.
L. Trudel.....	Trudel Fur Manufacturing, Ltd.
John Varrie.....	Yale Cafe.
N. Roy Weber.....	Weber Bros. Agencies Ltd.
W. L. Wilkin.....	W. L. Wilkin Ltd.
F. J. Wolfe.....	Edmonton Motors Ltd.
The T. Eaton Co. Ltd.....	

Explanation of Aerial Manoeuvres



A Great Civic Event

ENTERING upon an era of new and greater civic attainments that will be climaxed with the First Annual Edmonton Air Show on September 17th, 1930, the City of Edmonton plays host this year to the 1930 International Air Tour.

Perhaps never before has this city been identified with such an outstanding civic venture as the Air Show program presents. The citizenry of Edmonton have been aware of the importance of this undertaking and have worked untiringly to make it a success.

To the many guests here from all quarters, Edmonton extends its greetings. Your faith in this great commonwealth is evinced by your presence here, and all of Edmonton hopes that this outstanding classic of the sky will meet with your favor.

The staging of this mighty aeronautical pageant marks an epoch in Edmonton's history. Literally nothing was spared in preparing the program for Edmonton's First Great Air Show, and reception in this city of these internationally known experts in aviation. Not only have the greatest figures in Canadian and American aviation been assembled for you, but former members of the British Air Force also contribute their quota to the program. Here you will see the largest number of aircraft and flyers ever assembled in Canada for a single occasion. Here you will see the newest and fastest types of aircraft known to mankind.

A potpourri of flying activity, the Edmonton Air Show in conjunction with the 1930 International Air Tour, presents to you Edmonton's contribution to the further development of aviation. It is a program that has been developed and guided by the city's civic and business leaders, who laid aside other tasks to make this the cornerstone of a great shrine of civic achievement.



MAYOR.

Programme of Events

EDMONTON AIR SHOW

From 11.45 to 12.15 a formation of Bellanca and Fokker seaplanes of approximately eight aircraft will fly over the city. These aircraft are now operating in the McKenzie River District and will be brought out to Edmonton for this purpose by the Commercial Airways Limited and Western Canada Airways Limited, the owners of the said aircraft.

1. 1.30 p.m.—AEROBATICS

Exhibition of aerobatic flying by:—

1. Capt. Parkinson in a Reid Rambler.
2. James Holly in a Fleet.
3. Flight Lieut. Shaw in a Fairchild Aircraft.

2. 2.00 p.m.—AEROBATIC COMPETITION

This competition open to all except the pilots taking part in Event No. 1.

First prize: \$50.00

Second prize: \$25.00

3. 1 2.20 p.m.—BALLOON BURSTING COMPETITION

Open to members of light aeroplane clubs.

After each contestant takes off, a hydrogen filled balloon will be released from the ground and the contestant will endeavor to burst it with the propeller of his aircraft. The pilot who bursts his balloon in the shortest length of time after it has left the ground will be declared the winner.

First prize: \$25.00

Second prize: \$15.00

4. 2.30 p.m.—EXHIBITION

A special exhibition by Capt. Frank Hawks, famous pilot, in his Travelair "Mystery Ship."

5. 2.40 p.m.—BOMBING

Each entrant will be given bombs and will endeavor to make a direct hit upon a moving object on the aerodrome. The pilot may take another person with him as his "bomber."

The pilots for this event will be chosen from the following:

W. R. May

C. H. Dickins

W. N. Sherlock

W. E. Gilbert

Glyn Roberts

J. E. Buchanan

A. McMullen

Capt. M. Burbidge

6. 1 3.00 p.m.—PARACHUTE JUMP

The height of the jump and the name of the jumper will be announced.

7. 3.10 p.m.—RELAY RACE

Open to members of light aeroplane clubs.

The race will consist of two teams of three aircraft to a team and each aircraft will carry a pilot and passenger. The aircraft flying the first lap for each team will be lined up for the take off with the pilots aboard and the passenger standing alongside. A man will stand at a distance behind each machine holding a message bag and, at a signal from the starter, each passenger will run and obtain the message bag for his aircraft, return to his machine and the aircraft will then take off and fly once around the course. While the first lap machines are in the air, aircraft for the next lap will line up. When the first lap machines complete the course the passenger will then drop the message bag as close as possible to the next machine in his team. The passengers for the second lap machines will follow a similar procedure as at the commencement and the third lap machines will then continue in the same way. On completion of the course by the third lap machines the passenger must return the message bag to the man originally holding them. The winning team will be that one which returns its message bag first.

First prize \$30.00 Second prize \$20.00

ARRIVAL OF NATIONAL AIR TOUR

About 3.20 p.m.

Special Exhibition by William S. "Billy" Brock
Special Exhibition by Lee Schoenhair in Goodrich Lockheed

8. 4.45 p.m.—EXHIBITION

A special exhibition will be given by Mr. George Haldemane in a Bellanca "Sky Rocket."

9. 5.00 p.m.—AEROBATICS

Exhibition of aerobatics singly and in formation by Canada's most skilled and expert aerobatic pilots.

1. Flight Lieut. Shaw.
2. James Holly.
3. Capt. Parkinson.

10. 5.30 p.m.—SPECIAL EVENT BY MAJOR ORGAN P. GOLLEY, of Croydon, England.

World famous pilot and authority on flat spinning.

11. 5.45 p.m.—OPEN RACE (Handicap)

Open to all.

The aircraft entered in this event will take off fifteen seconds apart and will fly three times around the course fixed, which will be announced. The handicaps will be fixed by the judges.

First prize, \$50.00

Second prize, \$25.00

12. 6.10 p.m.—BOMBING OF FORT**JUDGES**

M. Burbidge

W. R. May

C. Becker

C. H. Dickins

National Air Tour, 1930

SIX years ago, members of the aviation industry, and civic leaders in Detroit began to consider ways and means of demonstrating to the public the reliability and usefulness of the aeroplane.

Their thoughts turned to the old Glidden tours of the automobile days, when many Detroit manufacturers pitted their cars against terrible roads and against each other, and made hard journeys on schedule, sometimes to as far away as New Orleans. They reflected these tours had convinced a "horse-and-buggy" public that motorized transportation was safe, economical and reliable. A similar thing might be done with the aeroplane.

When a committee approached Henry Ford for his ideas on the subject, his response was that aviation is a young man's game and referred them to his son, Edsel. The younger Ford immediately suggested a national trophy to be competed for annually by commercial planes, under rules to be formulated by competent designers, manufacturers and pilots.

The first tour was originated and financed by the Detroit Aviation Society, an organization of influential citizens, most of whom were directly or indirectly connected with the aviation industry. It was assigned to the aviation committee of the Detroit Chamber of Commerce for management, and the secretary of the committee, Wm. A. Mara, placed in charge. The first tour was called the National Ford Aeroplane Reliability Tour for the Edsel B. Ford trophy.

Edsel B. Ford commissioned an artist-sculptor to prepare a trophy and donated this under the terms of the rules, which stipulate that it becomes the permanent possession of the manufacturer who shall win it three times in succession. Cash prizes of attractive size were also pledged by the tour management and the idea immediately found favor with aeroplane manufacturers generally.

Walter Beech won the first tour in a Travel Air machine, and won it again the following year in a plane of his own design. This gave him two successive victories, but he was unable to enter in 1927, the tour being won that year by Eddie Stinson in a new plane of his own design. The late John E. Wood, with a Waco plane, carried off the trophy in 1928, and in 1929, it was won by John L. Livingstone, also with a Waco machine.

Waco is naturally anxious to clean up for the third year in succession and thus retain permanent possession of the trophy, and this company has entered Livingstone again in the 1930 tour. Stiff opposition is being given him, however, by the other companies, with planes entered.

The purposes of the tour have been served admirably, its sponsors feel, in the six years since it was started. The aim was first to show the reliability of the aeroplane, to demonstrate that a plane, or a fleet of planes, could carry loads safely at fast speed on a scheduled journey. The formula by which the contestants were scored, was built up year after year to demonstrate this important fact.

As new types of planes made their appearance in later years, however, with the advent of fast mail and passenger, and amphibians, changes were made in the formula to keep pace with changing conditions. While the safety factor is now so predominating a feature of every successful

type of plane this factor is more implied than expressed and now more attention is being given to speed and comfort as air travel becomes more and more a common mode of travel. This year cabin and amphibian planes equipped to the satisfaction of the tour committee will receive a five per cent. favoring handicap in the scoring.

Generally speaking the National Air Tour or more correctly speaking, International Air Tour, has anticipated the development of the commercial plane and has encouraged the designers to increased efforts along many lines. The feature of a take-off from a short run has always been stressed by the committee and designers have constantly worked that ability into their planes. The first plane to appear in the tour with brakes showed a remarkably small tendency to roll after landing. The tour rules were largely responsible for the introduction of brakes, and every plane in the last two tours were so equipped.

Two other major purposes of the tour have been satisfactorily accomplished, the creation of air-mindedness over nearly every section of the country and the construction of great numbers of airports. In this latter phase Edmonton is particularly favored.

There has been some discussion of the future of the tour and whether it will be necessary any longer in the interests of the advancement of aviation on this continent. The informed believe that the introduction of the element of contest into its formulae may preserve it as a sporting event, long after its reliability features are forgotten.

The last two annual tours and the present one are under the direction of the Detroit Aviation Society and is being managed by Captain Ray Collins, of the Michigan State Board of Aeronautics.

Some of the Ships that will Accompany the 1930 National Air Tour

(The following ships will accompany the 1930 National Air Tour, none of them as contestants.)

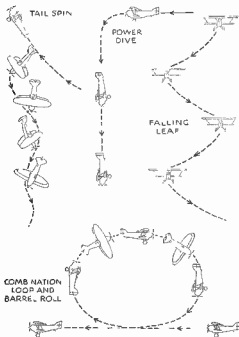
THE CROWLEY FLYING BROADCASTING STATION, piloted by William S. "Big Boy" Brock, the famous Detroit to Tokyo pilot and carrying Robert Brown, an member of Station WLW. This is a Lockheed plane, powered with a Wasp motor specially equipped as an aerial broadcasting station, licensed under the call letters KHIL-D. This is the same plane in which Brock recently made a new transcontinental record between Jacksonville and San Diego. News of the tour, the standing and progress of contestants and similar information will be broadcast as the plane flies over the route.

THE TRAVEL AIR MYSTERY SHIP flown by Captain Frank Hawks in his recent transcontinental record flights from Los Angeles to New York. Captain Hawks is the tour referee. The Mystery Ship will be approximately the fastest plane in the tour among contestants or accompanying ships. It is a marvel of streamlining and is powered with a Wright 575 h.p. engine.

THE PACKARD DIESEL WACO will be flown by Walter Lees, and will be the official ship of the tour and carry Captain Ray Collins, tour manager. Lees has been responsible for much of the development of the Diesel engine now in the market by Packard, and this tour will mark its first introduction in a national aviation event.

THE MONARCH FORD will be piloted by Cressy Johns, the flying grocer. This ship is fitted up with the products of the Monarch Grocery Company and is in reality an aerial grocery. Johns is an old timer in the ranks of pilots and widely known all over the country.

Explanation of Aerial Manoeuvres



Entries in the 1930 National Air Tour

OFFICIALS OF THE NATIONAL AIR TOUR

Ray Collins, Manager
Capt. Frank Hawks, Referee
Pete Clawson
E. P. Crocker
Ralph Cram
E. W. Cleveland
J. Neville
C. McLean

N. Goodall, Secretary
Leo Schoenhair, Asst. Referee
Arthur J. Schlosser
Frank McKay
Hon. Clarence Young
Ed. Walls
J. Pierrel

1. AMERICAN EAGLE—NC467Y

Larry Ruch, Pilot; Pete Keller, Mechanic.

This is a standard Eagle four-place cabin monoplane and will be piloted by Larry Ruch, pilot for the American Eagle Aircraft Company, Fairfax Airport, Kansas City, Kansas.

2. WACO—NC690Y

John Livingston, Pilot; Chas. L. Foley, Mechanic.

This is John Livingston's mount. Livingston won the tour last year and gave the Waco Aircraft Company its second successive victory. If he wins this year, the trophy will belong permanently to the Waco Company. This ship, pictures of which are not yet released, is supposed to be faster than any previous Waco, and to possess all the admirable qualities of the take off and performance for which Waco has established a name.

3. TRAVEL AIR—NC452N

Truman Wadlow, Pilot; J. A. Burke, Mechanic.

This Travel Air, the latest development of the Wichita factories, will be piloted by Truman Wadlow, the twin brother of Newman Wadlow, who piloted the Travel Air entry in the 1929 tour. Wadlow will be the youngest pilot in the 1930 tour as his brother was the youngest in last year's tour. The ship is a six-place cabin monoplane, fitted for passengers to the satisfaction of the Tour Committee and thus entitled to a 5% handicap in the scoring.

4. WACO—NC690Y

Arthur J. Davis, Pilot; Frank Harts, Mechanic.

This ship, flown by Arthur G. Davis, of Lansing, Mich., is the team mate of Livingston's plane, and the two will make a determined effort to turn in a victory. Davis is well known as a racing pilot, and the whole tour is certain to be a contest with these two pilots, mounted on Waco's best fighting every step of the way against keen competition.

5. FORD—NC

Myron Zeller, Pilot; Carl Winzel, Mechanic.

This is the new Ford high speed transport described as the fastest multi-motored plane in the world. It has a top speed of 155 miles an hour. In appearance, it will be one of the real sights of the tour; all of its exposed parts being burnished and polished until the plane shines like a jeweler's creation. It will carry 14 passengers, and is entitled to the five per cent. handicap given cabin plane-equipped for passenger comfort.

6. FORD—NC846S

Harry Russell, Pilot; Wm. Baretk, Mechanic.

This ship is the same as the one described above.

9. KINGBIRD—NC589N

Walter Beech, Pilot; H. M. French, Mechanic.

This is the new all-purpose Curtiss-Wright multi-motored monoplane. It will be flown in the tour by Walter Beech. This is an eight-place plane, particularly suitable for aerial photography and for use on airlines. With Walter Beech as pilot, it is believed it will be up among the winners on the tour.

11. CABINAIRE—NC17M

Walter A. Carr, Pilot; Wayne Sheldon, mechanic.

13. BELLANCA—NC287M

George A. Haldemans, Pilot; A. G. Arnold, Mechanic.

This an adaptation of the standard Pacemaker, and like its sister ships, is from the drawing board of Giuseppe Bellanca, the clever Italian designer. This ship is designed to carry heavy loads.

14. BELLANCA—NC

J. W. Smith, Pilot; Ivan Kester, Mechanic.

This is the famous efficient Bellanca, flown to victory recently in the National Air Races in Chicago. It will be piloted by J. W. Smith, Bellanca test pilot, and with its load-lifting ability, speed, and fine cabin fittings for passengers, will be a serious contender with any plane entered for tour honors.

15. REARWIN—NC400V

J. B. Story, Pilot; no mechanic.

J. B. Story of Kansas City, Mo., has been named as pilot of this fast and beautiful open biplane has already established a name for the Rearwin in many races throughout the West. The efficient streamlining of this plane makes it faster for a given power than most of its competitors. It recently won a race over Pike's Peak.

17. MERCURY—NC33N

Harry C. Mummert, Pilot.

This plane will be flown by its designer, Harvey Mummert, who has tried several times and almost succeeded in winning the National Air Tour. Slight accidents such as clogged fuel lines have twice forced Mummert out when near the end of the tour. His planes are always interesting in design, and they always give his competing designers something new to think about. The Chic is a two-place open training monoplane.

19. SIKORSKY—NC4V

George Meisner, Pilot; J. Ruff, Mechanic.

This is a Baby Sikorsky, designed to carry four passengers, and land either on land or water. Its big brother has established load carrying and altitude records, powered with two Wasp engines. In appearance the Sikorsky planes will be quite interesting to spectators at various tour stops.

21. CESSNA—NC6092

Eddie Schneider, Pilot; Ollie Walker, Mechanic.

22. KITTY-HAWK—NC38V

Nancy Hopkins (Miss), Pilot; no mechanic.

Miss Nancy Hopkins, the only woman pilot in the tour, will fly this little biplane in the tour and will be in direct competition with the best pilots in the country, for the Great Lakes Aircraft Corporation trophy offered this year for the first time. The Kittyhawk is a standard open biplane, manufactured by the Viking Aircraft Corporation of New Haven, Conn.

23. WACO—NC284V

Les H. Bowman, Pilot; Howard Ailer, Mechanic.

This is the third Waco entrant. It will be flown by Les Bowman, well known as a racing pilot. He will compete for the major trophy, of course, but is conceded to have little chance against his Waco big brothers. His plane will be in direct competition for second trophy offered for planes of 310 cubic inch engine displacement or less.

30. GREAT LAKES—NC790K

Charles Meyers, Pilot; A. F. Rogers, Mechanic.

This is Charley Meyer's plane, the same one that he flew in the recent Cirrus Derby finishing third against a number of specially built planes. It is a standard Trainer, doffed up a bit with special streamlining and capable of high speed. Meyer's experience as a racing pilot and his fast, efficient mount, make him a formidable contender for tour honors.

43. MONOCOQUE—NC178K

Barton Stevemann, Pilot; Alex. Maitland, Mechanic.

Monocoques established enviable speed records on the recent derbies from various parts of the country converging at Chicago. They are a type of plane which many people believe is the coming popular type for the private flier. Two passengers sit side by side, and dual controls are fitted. This entry and a second Monocoque are certain to show their heels to many of the planes in the tour.



C. H. "Punch" Dickens, Winner of the McKee Trophy, 1929



Capt. W. R. "Wop" May, Winner of the McKee Trophy, 1930

Acknowledgement

THE 1930 National Air Tour for the Ford Reliability Trophy is regarded as the major aeronautical event of the year in North America. The Committee earnestly expresses its satisfaction at securing this outstanding air classic.

In this connection it should be stated that among the special arrangements necessary to secure the Tour for Edmonton was the supplying of fuel and oil for the contesting planes by the Local Committee.

This problem was generously solved by the unsolicited offer of the Imperial Oil Limited, through its Local Manager, Mr. Frank Turley, a member of the Committee, to supply gratis, all the gasoline and oil necessary for refueling the aeroplanes for the continuation of their journey from Edmonton to Calgary. This action of the Imperial Oil is here recorded with sincere appreciation.